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# JUBILEE ISSUE

THE  
**DIRECTORY & CHRONICLE**  
 FOR 1907.

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## BIRTHS.

On September 23rd, at Zeor (Germany), the wife of H. BERNARD, of a daughter.

On September 23rd, at Shanghai, the wife of W. AVO, of a daughter.

On September 23rd, at Shanghai, the wife of R. W. THOMAS, of a daughter.

## MARRIAGE.

On September 24th, at Shanghai, OWEN LEWIS LEWIS, and GERTRUDE MARGARET HORNE D. MONTENY.

CHONG KONG OFFICE: 10A, DES VIGUE ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 1ST, 1907.

FOUNDED ON October 1st 1857 as a daily newspaper—the first newspaper to make a daily appearance in the East—the Hongkong Daily Press to-day attains its Jubilee. Looking backward over the history of the past fifty years we may well claim that it forms an era in the history of the world, with which no similar period of time can compare in richness of achievement, commercial, political and scientific. Especially interesting and remarkable are the commercial and political developments in Asia during the past fifty years. When we take a bird's-eye view of the half-century's events in the Far East, we begin by witnessing the persistent efforts of China and Japan to close their doors against the commerce and the friendship of the Western "barbarians." Fourteen years before the Daily Press made its appearance, China had seemingly been brought by British Military operations to revise her estimate of the Western nations, and a Treaty was signed at Nanking in 1843 granting to British subjects the right to reside for the purpose of carrying on their mercantile pursuits without molestation or restraint at the ports of Canton, Amoy,

Foochow, Ningpo, and Shanghai, and also confirming the cession of Hongkong in perpetuity to Great Britain as a place whereat British subjects might "caravan and rest their ships when required, and keep stores for that purpose." Driven by threats of annihilation from Canton and Macao, the British merchants had sought a refuge on the island of Hongkong, nearly four years before, and when retribution followed, an Imperial Commissioner ceded the Island to the British Crown the British flag being hoisted on the peak in January 1841. But as the reader knows, that agreement was repudiated by the Emperor of China, and in like manner the Treaty engagements solemnly entered into at Nanking (were also) studiously ignored, the provincial Chinese authorities, secretly directed no doubt by the Court, manifesting a determination to make the Treaty ineffective.

That was the position of affairs in 1857. Two further military expeditions were necessary before the Chinese Government was brought to understand the binding nature of its agreement with the Powers. When the Daily Press made its first appearance Hongkong was showing its value as a naval and military base. Preparations were in progress for the military operations which resulted in the Tientsin Treaty of 1858 whereby the Treaty of Nanking was "renewed and confirmed," and many further concessions, granted, including the right to appoint a British Minister to the Court at Peking, the opening of the Yangtze river to foreign trade and the addition of Newchwang, Chefoo, Formosa, Swatow and Hainan to the list of places open to international commerce. But no sooner had the expedition quitted Tientsin than it became plainly apparent that the Chinese Government never intended to carry out the terms of the Treaty if they could avoid it. When Lord Elgin was proceeding to Peking to exchange ratifications, his ships were fired upon by the garrison at Taku. In consequence the Taku forts were taken, and an Anglo-French expedition went to Peking. The Emperor fled from the capital and as a retributive act of justice the "Summer Palace" was burnt to the ground by the allies. A convention of peace was signed by Lord Elgin at Peking embodying an expression of the Emperor of China's deep regret at the "misunderstanding" which occurred at Taku. The Chinese Government consented to pay to the British an indemnity of eight million taels, two for the indemnification of the British mercantile community at Canton, for losses sustained by them, and the remaining six millions for the liquidation of war expenses incurred through the bad faith and insolence of the Chinese Government. Another provision of this Treaty was the absolute cession to the British crown of the territory at Kowloon which not long before had been acquired on perpetual lease. One other clause, regarded by the Chinese perhaps as even more humiliating than the others, contained the provision that Her Britannic Majesty's Representative in China would henceforth reside, permanently or occasionally at Peking, as Her Britannic Majesty should be pleased to decide. From this time onward commerce has proceeded without serious interruption and has developed enormously. The foreign trade of China coming under the supervision of the Imperial Maritime Customs now amounts annually to over one hundred million pounds sterling and China derives from it a revenue of about thirty-five million taels.

Though the Treaties with China ostensibly established a friendship with the Western Powers there was no approach to friendship until about 1875 when China announced her intention to establish Missions and Consulates abroad. China invoked the aid of European Powers for the first time to secure the retrocession of the Liaotung peninsula which the Japanese had occupied in the war with China which broke out in 1894 in consequence of disputes regarding the independence of Korea, and ended in 1896 with the signing of the Treaty of Shimonoseki. Since the Peking Treaty was concluded no decade has been crowded with events of such momentous import as the last. Following the conclusion of the Japan-China war we witness in the panorama of events, a scramble by the Western Powers for territory, for spheres of influence, and for railway concessions in China. Germany seizes Kiaochow and obtains from China a lease of territory, Russia secures a usufruct of Port Arthur and Great Britain, to preserve the balance of power, leases Wei-hai-wei. Thereafter comes the scramble for railway concessions, in which Great Britain, Germany, France,

America, and Belgium each secure important interests in China. The era of reform seemed suddenly to have dawned, but the cloud of the Boxer rebellion quickly came over the scene. Once again military intervention was necessary to protect the lives and property of foreigners in the very capital of the Empire, and we have the unique spectacle of the armies of many nations marching under the command of a single Generalissimo to Peking to exact retribution from the Chinese Government. The last great scene of all in the panorama of the last half century in China is the sanguinary war between Russia and Japan on Chinese territory. The astonishing complete reversal of the aspect of Eastern politics. England's offensive and defensive alliance with the island-empire of the East guarantees peace in Asia and leaves all nations free to prosecute here the less sanguinary wars of commerce and industry. China has a very long way yet to go before her claims to admission to the comity of nations can be admitted, but the educational movement now abundantly in evidence in China, the establishment of railway communication in every part of this vast Empire, facilitating trade and commerce, inaugurates an era in the history of China which in the course of another half century will be fraught with results, not only to the Chinese nation itself but to the entire world, which we may leave the reader to himself forecast.

When we turn to Japan and view fifty years of progress there, we see much more rapid development. Japan was not really opened to foreign trade until 1858. Commodore Perry signed a preliminary treaty of commerce between the United States and Japan in 1854, and similar treaties with European powers followed, granting foreigners the right to reside and trade without molestation at Yokohama, Hiogo, Nagasaki, and Hakodate, but the early history of foreign intercourse was very similar in Japan to what it had been in China. In 1863 there was an attempt on the part of the Feudal lords to close the straits of Shimonoseki against the passage of foreign ships. A joint foreign naval expedition to the Straits resulted and the Japanese forts were bombarded and silenced. Two years later the Emperor at Kyoto accepted the commercial treaties which had been made by the Shogun at Yedo, and since the accession of the present Emperor, the history of Japan is an uninterrupted story of efforts to assimilate the Western arts and sciences and to bring herself in complete accord with Western nations in every department of public life. How magnificently she has succeeded in so short a period it is not necessary for us to dilate upon for the story of Japan is more or less familiar to every reader. Possessing, as she has done all along, leaders of commanding ability like Marquis Ito, Count Okuma and scores of others who could be mentioned, an intellectual influence has been exercised over the minds of the people inspiring even the humblest with ideals of national power and industrial and commercial advancement. The newspaper press has been a powerful factor in this connection. Though like China, Japan had no newspapers until Englishmen introduced them. There are now in Japan upwards of a thousand vernacular papers published daily, while in China we doubt whether throughout the length and breadth of the land more than fifty daily newspapers can yet be counted. In shipbuilding, engineering, cotton weaving, and sugar refining Japan is continuing her marvellous story of progress. The end of the half century sees Japan building in her own shipbuilding yards battleships of 19,000 tons displacement, and passenger liners of 13,500 tons which compare favourably in their construction with the ships built in the shipyards of her Western tutors. At the present time Japan possesses a mercantile fleet of about 1500 steamers with a capacity in the aggregate of 1,000,000 tons, and her naval fleet mulls fourth or fifth in the list of the world's navies.

Coming southward again we note the change of ownership of the island of Formosa from the Chinese to the Japanese as one of the spoils of the war of 1894-5; and still farther southward we witness the passing of the Philippines, also as the result of war, from the sovereignty of the Spanish to the more benevolent control of the United States whose Government has lavished money freely on works of public improvement in the islands, and notably on the education of the people, with the idea of helping them to rise in the scale of civilisation and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some such relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the land between the present King and his brother by the diplomatic arbitration of a late

General Sir Andrew Clarke, and the peaceful development of the country since largely along western lines. Further southward we have to note the grand achievement of the federation of the Malay States, the prosperous development of Singapore, and the establishment of a British Protectorate over the territories of Sarawak, Brunei and British North Borneo.

The last fifty years embrace too the successful efforts of the French to enlarge their empire in Asia. It is nearly a century and a quarter since France first sought to create a dependency in Asia as a counterweight to British India. In 1787 Louis XVI. obtained for France a number of commercial and political privileges in Cochinchina in exchange for assistance given in establishing on the throne the rightful king of the territory who subsequently conquered and added to his domains the province of Annam. Thereafter the French scheme of empire-building dropped out of sight until when a treaty was signed at Saigon confining the southern provinces of Bien-Hoa, Gia-Dinh, and Dinh-Tuong with the island of Condor to the French. In 1874 a treaty was concluded at Saigon with the King of Annam by which the King recognised the sovereignty of France over all the territories occupied by her. The Tonkin-Yamen immediately on the terms of the Treaty becoming known to them took strong exception to it. Annam was a dependency of China, and the right of the King to make a treaty without the sanction of his suzerain was strenuously repudiated. France refused to acknowledge the right of China to interfere in the matter and the two countries were brought to the verge of war. China, however, was not prepared for further overt menaces than formal protests, but there is little doubt that the Chinese government secretly assisted with money marauding expeditions of the Black Flags from the mountain frontier between China and Tonkin. Their success against the French encouraged the King of Annam (who had lost no opportunity during the whole course of the dispute in emphasising his dependence upon China) to declare war against the French. The result was the French occupation of Hue, and the placing of a protégé of France upon the throne with a French Resident to guide his policy. Annam again yielded by formal treaty her independence into French hands. Further military operations succeeded the announcement as a result of China's hostility to the treaty, but in 1884 a convention was signed by which China undertook to respect the treaties concluded between France and the King of Annam in exchange for an undertaking by France to protect against all aggression the Southern frontiers of China and Tonkin. Since then France has been peacefully developing these territories, but though great expectations are formed of their future now that railways are spreading in all directions, the benefit of the colonies to France up to the present time has not been strikingly manifested.

The beginning of the half century under review saw the Portuguese settlement of Macao—the oldest foreign settlement on the China coast—in the hey-day of its prosperity. At the close we view it as a relic of the historic past rather than as an important centre of trade. It has not ceased to be a self-supporting colony—it is even a profitable colony to the Mother Country, since it derives from the gambling monopolies which give to it the character and description of a Monte Carlo of East, an annual revenue largely in excess of its expenditure.

We have yet to comment upon the growth of the Colony of Hongkong. We have touched briefly on its acquisition; and we cannot illustrate its marvellous development better than by contrasting the statistics of 1857 with those of 1907. In 1857 the population of Hongkong was: Whites 10,000, Coloured 75,683. (In 1841 when the island was ceded to Great Britain the Chinese population was ascertained to be 5,650). The population of the Colony according to the census of November 1906 was: non-Chinese civil population 10,981; Chinese land population 233,251, and the floating population 45,582. In 1857 the number of ships entered was 1070 of a total tonnage of 541,063. Now the number of ships entering the port every year averages about 20,000 and the aggregate tonnage exceeds ten millions, placing Hongkong in this respect above every other port in the world. The revenue of the Colony has advanced in fifty years from \$58,842 to \$6,526,144, exclusive of land sales, and the Colony has, in short, developed into a great distributing centre for international trade with China estimated to approximate to the figure of £20,000,000 sterling a year.

Imperfect as a sketch of the events of fifty years must be when compressed within the limits of a leading article, what we have written will sufficiently serve to show

broadly what has been accomplished. The immediate future is pregnant with great possibilities in Asia. China at last seems to have definitely entered upon the paths of progress. The success of her neighbour Japan which she affected to despise but little more than ten years ago has manifestly opened the eyes of China's leading statesmen to the effete condition of the celestial empire, and it is a remarkable sign of penitence and a pledge of reform when we read in Imperial Edicts a frank acknowledgement of the superiority of Western institutions and methods of government. The heaven of reform is clearly working in China, and what the next fifty years may hold for this vast empire and for the world at large as a result of the awakening of China, we would be a bold man who would attempt a prediction. But the signs and portents at the present time certainly point strongly to an era of great reformation, and that the lines adopted by the Chinese will be followed. When the next half century will be chronicled in the case of China as a change as the last fifty years was reduced in Japan.

A Bombay journal has published a photograph of the Hongkong Parakeet Cuckoo.

M. Yacolew, the Russian Consul-General at Jerusalem, has been appointed Russian Minister Resident in Siam.

It is reported from Peking that a sum of £1,200,000 has been drawn from the treasury of the Kiangsu Customs for the purpose of purchasing a cruiser for Kiangsu.

At the instance of Inspector McHardy a native was presented for selling Sanpui lottery tickets, and Mr. Melbourne ordered him to pay a fine of \$5 or go to jail for one month.

The President of the Society, H.R.H. The Princess Louise, Duchess of Argyll, has notified the Council that his Majesty The King has become Patron of The Royal Drawing Society.

At a recent Grand Council meeting H. E. Yuan Shih-kai urged the Empress Dowager to re-employ ex-Viceroy Tien Ch'un-hsuen (Shun), but her Majesty promptly declined to receive the suggestion.

There was no further outbreak of plague last week, so the totals stand at 229 cases, 221 deaths. Other communicable diseases were confined to a Chinese case of smallpox, and one American case of enteric fever, imported from Canton.

It is stated that H.E. Li Hsi-huan is to be appointed Postmaster-General of the I. P. O., and that he is to join Sir Robert Hart in extending the new conditions throughout the Empire. In this connection it has been decided to abolish the Imperial couriers of the provinces.

A Portsmouth correspondent states that the eight 12-pounders of the Berwick, armoured cruiser of the Home Fleet during the light quick-firing gunlayer's test, averaged eight hits per minute; the best achievement not being that of a gun which fired nine rounds in 45secs. and scored nine hits.

There may be under the sun a new thing or two, but the opinion of the oft quoted pessimist, but "the awakening of China" is not one of them. On September 26th 1857 our Shanghai contemporary said "the hour of awakening is at hand." The clock seems to have stopped for fifty years, as the hour of awakening is still on the point of striking.

A late telegram from Sydney states that Sir John Forrest, Minister for Finance of the Australian Commonwealth, resigned on August 30. Later the following alterations were made in the organisation of the Cabinet: Sir William Lyne, Minister for Trade and Customs, was appointed Minister for the Treasury; Mr. Austin Chapman, Postmaster-General, to be Minister for Trade and Customs; and Mr. Samuel Morgan, honorary Minister of State without portfolio, to be Postmaster-General.

Zen Ah-pun refused to marry her betrothed at Hangchow, so her adopted father promptly sold her to a man of his own choice in Shanghai. On September 26th the girl told the Mixed Court magistrate that she was born at Hangchow, but her parents were dead. They had betrothed her to a man to whom she objected. Her adopted father brought her to Shanghai and sold her. The case was remanded until the adopted father could appear, the girl being meanwhile sent to the "Door of Hope."

A recent telegram from Japan conveyed the news that Messrs. Dennison and Stevens had been rewarded; Japan papers state more fully that Mr. Dennison, of the Tokyo Foreign Department, has been presented by the Emperor with the sum of ¥10,000 and the Grand Cordon of the Rising Sun, with the First Class Order of Merit, which carries with it a pension of ¥844 in recognition of his meritorious services during the late war. A sum of ¥10,000 has also been granted to Mr. Stevens for his services in Korea during the same period.

Before Mr. C. D. Melbourne at the Police Court yesterday Inspector McHardy prosecuted a coolie for cutting and wounding his overseer. Evidence showed that a number of coolies were procuring water from a street hydrant at Yau-mat, the defendant being among the number. When the overseer scolded him for not taking the turn at the hydrant, and remarked that he would have to stop his pay if he was not more energetic, the coolie immediately left his work, returning shortly with a chopper. Without warning he rushed on the overseer with the weapon, inflicting a wound on the shoulder and another on one of his legs, the second gash severing an artery. When the case was proved His Worship sentenced the defendant to fifteen days imprisonment.

The Kent cruiser, was to pay off at Colon and recommission for further service on the China station. The Amphitrite cruiser, is being brought on the new crew which will be made up of the nucleus crew of the ship and drafts from Devonport. On recommissioning, the Kent will become a Devonport ship for manning and other purposes.

Popular belief as to the successful candidate in the forthcoming U. S. presidential election lies between Mr. Taft and Mr. Hughes. The latter generally hoped that Mr. Taft will be elected President and Mr. Hughes Vice-President. Recently 520 senators and journalists belonging to the Republican party conducted a trial election, and 390 votes were given for Mr. Taft and 218 for Mr. Hughes.

Messrs. Vickers, Sons, and Maxim are now engaged in the construction of two submarines for the Japanese Navy. They are in their main features similar to the "C" class, built by the Barrow firm for the British Admiralty, and each have two torpedoes tubes forward. The same firm have also constructed the 12in. gun for the Bellerophon and the Temeraire, battleships of the Dreadnought class, recently launched at the Government dockyards.

H. E. Sheng Chih-kang, Provincial Treasurer of Fokien, and one of the Five Travelling Commissioners in 1906, has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to criticize and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be unwise to introduce methods of further muzzling the Press.

Owing to a constitutional crisis, the Parliament of Cape Colony has been dissolved. Dr. Jameson, the Premier, declares that the conflict between the two Houses renders the transaction of the country's business impossible. A general election is to follow, the new Parliament meeting on March 31. Three millions sterling have been voted for the expenditure required in the meantime. Possibly, the newly enfranchised Dutch voters will turn the scale against Dr. Jameson's Ministry, making South Africa politically Dutch as far north as South Rhodesia.

A point which was missed by most of the chroniclers of the luncheon at Marlborough was the decoration of M. Clemenceau by King Edward. According to a trustworthy account, His Majesty twitted the French Prime Minister for paying a visit with no ribbon or blossom in his buttonhole, and thereupon took a flower from the luncheon table, and pinned it in his great coat. The flower chosen was a white carnation, and Frenchmen will now be able to discern whether the King's choice was deliberate or otherwise, for the "coilet blanc" has special significance in France. It is the flower of the Royalists, and to make M. Clemenceau wear the Royalist badge was a masterpiece of royal wit if really intentional.

It is a coincidence worth mentioning in our Jubilee issue that a conspicuous figure in Hongkong in 1857 was Colonel Lugard, R.E., an uncle of our present Governor, His Excellency Sir Frederick Lugard. Colonel Lugard was in command of the Engineers in the Expedition of 1857, but did not live to take part in the attack on Canton. He died in Hongkong in December 1st and was buried on the 3rd with all military honours "in the cemetery hardly the more common." Mr. Wingrove Cooke, the Times correspondent, wrote: "It was an imposing spectacle, for all the officers of all the European nations now present in Hongkong followed in long procession the gun carriage on which he was borne to his grave. Many of those present not only knew him as an officer, whose loss at this critical moment is disastrous to the public service, but loved him as a man. I was one of those who mourned to think we shall hear no more his frank hearty laugh and receive no more his ready, soldier-like greeting. Poor Lugard was a victim to hard work in this treacherous climate. He had much to do with small materials to work with. He was a leader without soldiers. He had to form and fashion a corps of engineers andappers and miners out of troops of the line. His labour was incessant, and he paid the penalty which these trying Hongkong heats almost always exact for over exertion."

About two years ago a scheme was submitted to the government on behalf of a foreign syndicate for boring a tunnel through Victoria Peak with a view to developing the other side of the island as a residential district. It was not a new idea and we may appropriately mention in the present issue that the suggestion occurs frequently in a letter to the Times written from Hongkong fifty years ago. Curiously enough it is associated with the name of a relative of our present Governor. Here is the extract from a letter written by Mr. Wingrove Cooke: "Colonel Lugard is meditating deep thoughts about mysteries which I attempt not to fathom; for Colonel Lugard is the head of the Engineers. I wish he would think it necessary for some military purpose to drive a tunnel through this Victoria mountain and let in the south-west monsoon." Mr. Cooke however, thought a more practicable thing would be to take possession of the opposite peninsula of Kowloon. "It is quite incomprehensible that this has not been done. If any other power should do so—and what is to prevent them?—the harbour of Hongkong is lost to us." History reveals that this was patent to the authorities and especially to the late Sir Harry Parkes (then in the Consular service) to whose foresight, diplomacy and indomitable energy we are largely indebted for its acquisition. "As an experienced correspondent pointed out in the Daily Press three or four years ago, it is remarkable in a Colony which has done so much in the way of street nomenclature to perpetuate the names of men who have been conspicuously identified with its history, that there is not a single memorial worth the name in Hongkong to the distinguished man to whom the Colony in its early days owed so much."







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## NEW ADVERTISEMENTS

## NOTICE.

THE Interest and Responsibility of Messrs. J. C. DOS REMEDIOS and SAN PAK MIN in the Firm J. C. DOS REMEDIOS & CO., ceased on the 30th September, 1907.

J. C. DOS REMEDIOS & CO.  
Hongkong, 1st October, 1907. 1587

THE FIFTH and last MEETING of the Season will be held at the Happy Valley, on SATURDAY, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos. 3 and 5.

REGINALD F. C. MASTER,  
Hon. Sec. and Treasurer.  
Hongkong, 1st October, 1907. 1588

## FOR SALE.

TWO VALUABLE BUILDING SITES for Sale. Approximate Area 25,490 sq. ft. situated British Concession, Shamone, Canton. For further particulars apply to—

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## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "POONA" FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th Oct. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any one warehouse.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Hongkong, 30th September, 1907. 1

S.S. "YARRA" COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or via "Medco" and "Obanite" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Hills of Lading will be countermanded by the Undersigned. Goods remaining unclaimed after Monday, the 7th Oct., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Oct., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th Oct., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Hongkong, 30th September, 1907. 2

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT is now ready and contains—

Epitome of the Week's News.  
Leading Articles.  
Mixed Moralities.  
Chinese Exports.  
The Kowloon Post Office.  
The Korean Boundary Dispute.  
The Colonial Office Re-shuffle.  
Bad Business.

Hongkong General Chamber of Commerce.  
Hongkong College of Medicine.  
Supreme Court.  
St. Andrew's Society.  
The Swatow Rebellions Case.  
Hongkong Cricket Club.  
Hongkong Cricket League.  
Kowloon Cricket Club.  
Graigover Cricket Club.  
V.R.C. Athletic Club.  
Ho Kong Football Club.  
Water Polo Shield Competition.  
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Steel Cruiser for China.  
Adverts.  
The Hongkong "Basket."  
Modern Education in China.  
Canton.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.  
Hongkong, 1st October, 1907.

## NEW ADVERTISEMENT

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITER-RANEA; ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CALAIO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"LEVANZO."

Captain Gravone, will be despatched as above on FRIDAY, the 11th Oct., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to—

CARLOWITZ &amp; Co., Agents.

Hongkong, 1st October, 1907. 4

## INTIMATIONS

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1896, E.

42ND HALF YEARLY DRAWING.

INTEREST due and drawn Bonds of this Loan will be payable at the Office of the Corporation on and after the 30th September, 1907. List of Drawn Bonds can be obtained on application to the Undersigned.

Hongkong & Shanghai Banking Corporation, Agents Issuing the LOAN.  
J. R. M. SMITH, Chief Manager.

Hongkong, 30th September, 1907. 1583

## HONGKONG AND SHANGHAI BANKING CORPORATION.

## NOTICE.

## INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of 215 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 24th September, 1907. 1581

## NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the KAM WING FAT Shop of Sandakan for the Sale of their Timber; and no other person or firm in Hongkong has any right or authority to deal their goods under any consideration whatever.

The following is the mark, which distinguishes the goods of the KAM WING FAT—  
B. H. A. S. C. E. M. 2  
THE KUNG FAT YUEN,  
No 63, Bonham's Road East,  
Hongkong.

Hongkong, 30th September, 1907. 1582

## TENDERS.

TENDERS are invited for the SUPPLY of H.M. NAVAL YARD of the under-mentioned TIMBER MATERIALS for one year from 18th October 1907, viz:—

TEAK  
AMERICAN FIR or TRISTUFF  
OREGON PINE SCANTLING  
CAMPHOR WOOD PLANK and BOARD.  
OREGON SPARS

Form of tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be required to keep, they will be provided, if not many, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on 7th proximo, should be sealed and addressed to the Commodore, H.M. Naval Yard.

Hongkong, 27th September, 1907. 1576

## EMPLOYMENT.

WANTED by a Young Man with good references. A fast Typist with good knowledge of General Office work.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 23rd September, 1907. 1548

## YUET HAN RAILWAY CO., LTD.

## TENDERS.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of—

MURRAY RED GUM  
RED MAHOGANY  
WHITE do.  
GREY BOX  
TALLOW WOOD  
BLACK BUTT  
WHITE STRINGY BARK  
RED do.  
TURPENTINE  
BLUE GUM

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong-sha Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co's Head Office, Canton, MONDAY, the 14th October, 1907 at 2 P.M.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGQUING MERCHANTS

ADMINISTRATION OF THE

YUET HAN RAILWAY CO., LD.

Canton, 23rd August, 1907. 1418

## ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 26th July 1907.

## INTIMATIONS

## CLUB GERMANIA.

## NOTICE.

THE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, was held at the Club on Friday, the 27th inst., when the following Debentures were drawn for Redemption:

7	27	28	30	35	41	48	50
53	67	84	85	91	94	96	98
105	128	132	142	154	155	161	193
195	219	221	223	235	275	277	278
280	285	327	328	350	364	373	397
409	421	433	431	437	449	458	462
469	474	483	491	500	517	545	546
550	556	583	585				

and will be payable at the DEUTSCH ASIATISCHER BANK on and after MONDAY, the 30th September in exchange for surrender of same.

For the Committee,

H. SCHUMACHER,

Hon. Secretary.

Hongkong, 30th September, 1907. 1581

## THE SHANGHAI CLUB.

Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tails 450,000 DEBENTURES).

## THE COMMITTEE of the SHANGHAI CLUB

are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tails 96 per Tails 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three mow Five fan and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the Secretary of the Club. DEBENTURES will be issued for Tails 1,000, Tails 500, or Tails 100 to suit convenience of applicants.

By Order of the Committee,

C. G. CLOSE, Secretary.

Shanghai Club.

Hongkong, 6th August, 1907. 1565

## MITSU BISHI DOCKYARD

## AND ENGINE WORKS.

## NAGASAKI.

## CODE WORD "DOCK."

A.L. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

## DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 613 "

Width of Entrance on Bottom... 604 "

Water on Blocks at Spring Tide 61 "

## DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 613 "

Width of Entrance on Bottom... 604 "

Water on Blocks at Spring Tide 61 "

## DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 613 "

Width of Entrance on Bottom... 604 "

Water on Blocks at Spring Tide 61 "

## PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILER; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamers

"OURA-MARU" 712 TONS I.H.P.

and a specially built SALVAGE PURSERS

equipped with necessary gear, always ready

Short Notice.

## ON SALE.

## THE

## DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition... \$10.00

Small... 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Booksellers.

## INSURANCES

## THE GLOBUS INSURANCE COMPANY

## OF HAMBURG.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

CARLOWITZ &amp; Co.

Hongkong, 18th August, 1906. 29

## AACHEN AND MUNICH FIRE IN-

## SURANCE CO.

## OF AIX-CHAPPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BROCKELMANN &amp; CO.

Agents.

Hongkong, 21st April, 1907. 114

## NORTH BRITISH AND MERCHANTS

## MARINE INSURANCE COMPANY.

TOTAL FUNDS 31st December, 1906

\$17,337,113.

I. AUTHORIZED CAPITAL... \$3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 887,500 0 0

II. FUND... 3,388,720 19 8

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 27th April, 1907. 1461

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction,  
For Account of the Estate of the late Captain E. H. GRAINGER,  
TO-DAY (TUESDAY)  
the 1st October, 1907, at Noon, at their  
SALES ROOMS, No. 8, Des Voeux Road,  
Corner of Ice House Street,  
THE GOODS and CHATELAINS  
of the above-named deceased.

TERMS.—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 30th September, 1907. 1585

## PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received

instructions from the Undersigned to sell

by Public Auction,  
TO-DAY (TUESDAY)  
the 1st October, 1907, at 3 P.M., at his  
Rooms, Duddell Street,  
THE FOLLOWING  
VALUABLE LEASEHOLD PROPERTY,  
Situate at Victoria, in the Colony of Hongkong,  
namely—  
All that piece or parcel of ground situate at  
Victoria, aforesaid registered in the Land Office  
as Section "B" of Inland Lot No. 454; area,  
6240.05 square feet or thereabouts; Term, 999  
years; annual Crown rent, \$95.14; together  
with all the old buildings, materials of the houses  
formerly known as Nos. 233, 240, 242, 244, 246  
and 248 QUEEN'S ROAD WEST, Victoria,  
aforesaid as they are on the said piece of ground.  
For further Particulars and Conditions of  
Sale, apply to—  
S. W. TSO,  
Solicitor for the Mortgagee,  
or to  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 14th September, 1907. (1507)

## PUBLIC AUCTION.

THE Undersigned has received instructions

from the concerned to Sell by Public

Auction, at MURRAY FIER,  
TO-MORROW (WEDNESDAY),  
the 2nd October, at 5.30 P.M.,  
The  
BRITISH REGISTERED CRUISING  
YACHT "KUKUBURA,"  
53 feet overall; 11 ft. 7 in. beam; 41.74 gross  
tonnage; copper-bottomed.  
Commodious Cabin, Lavatory and Pantry  
(with Ice Chest) Accommodation, and Large  
Deck Space.  
Sails and rigging in excellent condition; two  
new and strong steel masts, three Anchors,  
Chain and Manila Cables, Lamps, Life Boats,  
etc., etc.  
Now Dredging with Mast and Sail.  
TERMS.—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 25th September, 1907. 1569

## FOR SALE.

## INLAND LOT No. 1705.

SITUATE at North Point, Shaukiwan

Road, Hongkong, (next to the Metropoli-

Hotel).  
The property contains by admeasurement  
103,050 square feet. Crown Rent, \$238.00 per  
annum.  
For further particulars, apply to  
GODDARD & BARLOW, Solicitors,  
10, Queen's Road Central.  
Hongkong, 12th September 1907. 1494

## FOR SALE.

## "KELLET CREST" THE PEAK.

A FIVE ROOMED BUNGALOW on

Mount Kellett with four Bathrooms,  
two Drying Rooms, Tiled Kitchen, excellent  
Servants Quarters, Chicken House, Garden  
and Tennis Lawn. All in first class  
condition. Peak floor throughout. The  
house is sheltered from the North-East and  
has an unobstructed view to the South-West,  
if cool, quiet and private.  
Price \$25,000, of which part could remain  
on Mortgage at 7 per cent.  
Apply to—  
W. J. SAUNDERS.  
Hongkong, 4th September, 1907. 1447

## STORAGE.

For Coal, Timber, &amp;c.

TO BE LET, a Portion of MARINE LOT

No. 235 at NORTH POINT, Suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.  
Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 36

on PRATA EAST. Approximate AREA

45,000 SQUARE FT. 399 YEARS LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. 1105

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## USED POSTAGE STAMPS

IN PACKETS.



## Abbey's Effervescent Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

Abbey's Salt, by making a bad Stomach good, keeps the whole system in perfect order.

Try Abbey's Salt, and you will probably regret you didn't know about it sooner.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Saline Co., Ltd.,  
144, Queen Victoria Street, London, E.C.

## THORNE'S OLD VAT



## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., LTD.  
1297

## NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.  
New Twin Screw Steamer, Capt. J. MCINTY.  
Leaves Hongkong for Canton at 8 P.M. on  
MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on  
TUESDAY, THURSDAY & SATURDAY.

Fare 1st Class \$3 single passage  
Meals \$1 each.

ALSO  
SPECIAL EXCURSIONS TO MACAO  
on every SUNDAY

Leaving Hongkong at 9 A.M.  
Returning from Macao at 6.30 P.M.

Fare 1st Class \$1.50 single passage  
2nd 80  
3rd 40

Meals \$1 each.

Servants' passages must be paid for.

CHEUNG ON STEAMBOAT CO., LTD.  
No. 222, Des Voeux Road Central.

Hongkong, 19th September, 1907. 1537.

MARTIN'S  
APOLASTEL  
PILLS  
A French Remedy for all Rheumatism, Gout, Gravel, Neuralgia, Sciatica, Headache, Backache, Stiffness of Joints, etc. It is a powerful and reliable remedy, and is sold in all the leading Pharmacies and Chemists.

SOLE PROPRIETORS OF THE HONGKONG BRANCH  
MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"  
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SOLE PROPRIETORS OF Takashima,  
Ochi, Shinewa, Namasuta and Kani-Yamada  
Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Buzen Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any order  
or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,  
814 No. 2, Pedder Street.

VISITORS TO CANTON.  
Should purchase  
FROM HONGKONG TO CANTON.  
BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD (S.S. "FATHAN")  
With Illustrations, Maps and Plans.  
Price ..... \$1.9

On Sale at—  
Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WATSON,  
Messrs. W. B. WATSON & Co.,  
Messrs. A. S. WATSON & Co.

Canton: Messrs. A. S. WATSON & Co.  
Hongkong, 4th October, 1907.

## THE EVOLUTION OF HONGKONG.

[Written for the Daily Press.]

As a Colony Hongkong had its natal day on the 26th of January, 1841, when the Union Jack was officially raised on the spur forming the western boundary of Tai Ping Shan, as well as on the Peak. This was in accordance with a circular issued six days previously by C. P. Charles Elliott, Her Majesty's Plenipotentiary, in forming all British subjects that arrangements had been made between him and the Imperial Chinese Commissioner Kishan that the Island and Harbour were ceded to the British Crown, but that all just charges and duties in the Empire upon the commerce carried on there would be paid as if the trade were conducted at Whampoa.

The hoisting of the flag was, however, only the preliminary act of a long series of events, which may be said to have commenced as long ago as the year 1665, when the ship *London* despatched by the East India Company arrived in the month of July at Macao. Prior to this the Company had traded with Japan, where on the island of Hirado near the Obo Islands it had established a factory. It had also made attempts to open a trade at Amoy, but had met with but little success. The time was not propitious; at home the country was in the throes of revolution, and in China the Ming dynasty was falling, the present Manchurian rulers were rapidly consolidating their power, and the entire coast was in a state of turmoil.

Up to this time the Portuguese had been the only European nation who had any established trade with China. In 1622 the Dutch had attempted to wrest from them the monopoly of the trade and had attacked the Portuguese settlement at Macao, but had been repulsed. The Dutch then attempted to found a station of their own in Taiwan in Formosa, and for a little time were successful; but intrigues and divided counsels, and want of support from headquarters in Batavia, as well as the growing strength of the pirate Koxinga, afterwards taken into the service of the new Manchu Dynasty, in the end had their effect in crushing out the Dutch. An agreement had been made between the English and Dutch to trade in common, but the Dutch, it was complained, did not fairly carry out their share, and this led to the English to act altogether on their own account. At first an effort was made to work with the Portuguese, and fix the headquarters of the trade at Macao. Partly from jealousy of the new comers whom they esteemed little better than interlopers, and partly because the authorities at Macao feared to incur the displeasure of their Chinese hosts, the Captain and Supercargo found their visit made unpleasant, and Captain Weddell determined to take his ship up to Canton. When he arrived at the Bogue his further progress was forbidden, and fire opened on the *London*. Probably well informed as to the reason, which seems to have been the unauthorized action of the lower officials, Captain Weddell boldly bombarded and silenced the forts and went up to the anchorage at Whampoa where the ship anchored. The consequence of his action was that he received an invitation to an audience with the Viceroy, who received him with honour, and in a friendly spirit; and agreed to the English ships being permitted to trade on the same terms as the Portuguese. There has always existed an inclination to look upon Captain Weddell's action as little better than that of a free-booter, and the Viceroy's attitude as dictated by fear. There is, however, no real reason to suspect the Viceroy as other than sincere.

In the first place the Manchu authority had not yet been established at Canton, and in the next there is little reason to doubt that the resistance at the Bogue had really been brought about by Portuguese intrigues acting on the military commander. The Viceroy was apparently only too pleased to utilise the Englishman as a counterpoise to Portuguese pretensions. Exclusion of the Foreigner had never been raised to a principle of policy under the Ming.

In 1622 we find the Company consulting the best of its Presidency, then temporarily stationed at Bantam, regarding the proposed opening of its trade. "Three things," is the reply, "are more especially made known unto the world. One is, the abundant trade it affords. The second is, that they admit no stranger into their country. The third is, that trade is as if unto the vulgar, which in remote parts they will not accommodate with hazard of all they have."

"In these three considerations it is easily conceived how and where intercourse with that nation is to be expected; for it requireth no more care than to plant in some convenient place whether they may come, and then to give them knowledge that you are planted."

From the beginning the idea of a settlement, where trading could be carried on without molestation with the mainland of China had been familiar to the Company, but the trouble was where to find it. The Dutch had for many years sought permission to trade directly along the coast, but disappointed with their want of success had settled down on Formosa; "a place not inconvenient in respect of nearness, but a barren haven, an open road, and inconvenient for shipping." "Yet," it goes on to say, "should we show ourselves to trade there with the Dutch, it should be guarded with those difficulties and infinite charges, as if it were a silver mine."

It was to cut the gordian knot that Captain Weddell made his bold attempt to enter into relation with the high officials direct; commercially the visit was not a success, owing largely to the obstacles placed in the way by the Portuguese, who refused to permit the supercargoes to live on shore, and the Company ever timid about entering on new enterprises did not for some time repeat the experiment. But meanwhile the entire aspect of affairs was changed. "Although the Tartar dynasty was

confirmed on the throne in 1644, a series of years elapsed before tranquillity was restored to the empire. These events, combined with the establishment of Courteen's association, originally promoted and conducted by Captain Weddell in 1633, accompanied by hostile proceedings at Canton, in which they were followed by the Dutch, who likewise opposed the Portuguese trade at the moment when the power of that nation had been greatly reduced in the East, made it impossible to prosecute with any prospect of success the trade either with Canton, or China generally."

Then, of course, followed the civil war at home, which reduced to the lowest ebb the finances of the Company, and rendered it powerless to undertake any new schemes. A letter from one of the Company's agents, still at Bantam, is interesting from the light it throws on the conditions of the period. "The experiment which you desire we should make with one of our small vessels for trade into China, we are certainly informed by those who know the present state and condition of that country very well, cannot be undertaken without the inevitable loss both of ships, men, and goods; for as the Tartars overrun and waste all the island country, without settling any government in the places which they overrun, so some of their great men in China, with a mighty fleet of upwards of 1000 sail of great ships (as is confidently reported), rob and spoil all the sea coast, and whatsoever vessels they can meet with; and how one of our feeble vessels would be able to defend themselves against such forces is easy to be supposed. As for the Portuguese in Macao, they are little better than mere rebels against their vicar in Goa, having lately murdered their own vicar-general sent thither to them and Macao's self so dissatisfied amongst themselves, that they are daily spilling one another's blood. But put the case, all these things were otherwise, we must needs say, we are in a very poor condition to seek out new discoveries, while you will not allow us factors, shipping, or sailors, scarce half sufficient to maintain the trade already you have on foot; and therefore the Dutch but laugh at us, to see us meddle in new undertakings being hardly able to support the old."

The excitement and suppressed indignation under which the writer was evidently labouring is a sufficient explanation of the absence of grammar; but this unvarnished record gives us never the less a vivid idea of the conditions under which our trade with China had its beginning, and doubtless in the long run the memory of the hapless condition of the English Company and its indecision in increasing the haughty bearing of the Canton authorities. Better times, however, were coming, and we find the Protector Cromwell in 1654 entering into a treaty with John IV of Portugal, giving on the part of each nation to the other free access to all its ports in the East, but owing to the high-handed action of the Home Government in making the Company's voyage as a forced loan £50,000 received as an indemnity from the Dutch, and a delay in renewing its charter, the Company was unable for the time to take advantage of the opening.

Still anxious to carry out the project of having a settlement of its own from which to carry on trade with China, the Company about this period assayed to open intercourse with Tongking, but met with even worse indignities than at Canton. In 1659 Amy, with which some trade still survived under the old regime, submitted to the new dynasty, and the Manchus distrusting their Chinese subjects, and themselves despising trade, made exclusion their fundamental policy towards foreign nations, while at home they did their best to isolate each of the provinces from its neighbours. The old industries of the nation were discouraged, except so far as they administered to the luxuries of the conquerors, the roads permitted to fall into disrepair, and the mines closed. For convenience sake foreign trade was indeed, to be permitted at Canton, that being the extreme southern part of the Empire, but it was to be distinctly impressed on the foreigner that it existed only on sufferance, and in no way for his benefit. Above all things the Emperor at Peking was not to be disturbed by any references, and to effectually carry this out, he handed over the superintendence of the whole to a special commissioner quite independent of the provincial authorities, who was allowed his own separate staff, and was responsible to the Emperor direct.

We with our accumulated experience can see that such an arrangement could not be permanent, but this was by no means equally evident at the time; and in any case the conduct of the English and Dutch Companies, let alone that of the Portuguese adventurers who swarmed in the China seas, was not such as to induce the officials who represented the Chinese Emperor to place any higher estimate on the Powers that lay behind them on the half-civilized races who lay around, and whom they had conquered almost without a struggle. We have perhaps been more diffident in our description of the early condition of our intercourse with China than the occasion would seem to warrant. On the other hand the causes that brought about modern conditions have been long continued, and deep-seated; and to rightly understand the conduct of both parties, native and foreign, during the three centuries of what may be called incubation some notice must be taken of anterior events.

With the renewal under the Great Seal by the Protector Cromwell of the charter of the East India Company, a little more life seems to have been infused into the languishing trade. At this period the Company's headquarters for its Far Eastern trade was fixed at Bantam in Java close to the Straits of Sunda, where both English and Dutch Companies had factories. In August, 1657, the Dutch captured Bantam, and the Company had perforce to transfer its headquarters to Surat in India. This was by no means so favourable a site on account of the

enormous distance, and the absence of any better means of communication than was afforded by sailing vessels; and one of the consequences was that from that period there was an absence of "touch" between the Council at Surat and the Committee of Supercargoes in China.

In part this was endeavoured to be remedied by the employment in the trade of the Company's own ships instead of the "country" ships engaged at high freights at Bantam, but the Council at Surat conceiving that the sole *raison d'être* of their intercourse with China was trade, and unable to comprehend the calm indifference, with which, up to at least the end of the 17th century, the warlike Manchus regarded trade and traders, instructed their supercargoes to submit to any indignity and exaction rather than by protestations endanger the stoppage of the trade. Following to its legitimate conclusion the line of argument it refused to consider, or even listen to, the well founded remonstrances of those on the spot, which it affected to look upon as an indication of a warlike spirit. Of course, there was some excuse for the Company's desire above all things not to be involved in political matters, which would sooner or later necessitate the employment of force. This had already resulted in their enforced assumption of political rule in India, a state of affairs it recognised could not be with any prospect of success repeated in China, where the central power was strong.

The Committee at Canton, with the experience gained on the spot, saw that a tame submission to all the whims of the individual officials with whom they had to come in contact could only result in exciting contempt, and represented this to the Court, which in its self-inspired wisdom rejected the statement as impertinent. Up to the commencement of the eighteenth century the Hopps in person used to visit the ships on their arrivals and make arrangements for their discharge, but about this time an attempt was made to create a monopoly in favour of one man who was to be called the Emperor's merchant; it turned out that the Emperor's merchant was a man of straw, and wholly unable to provide the necessary funds, whereupon on a complaint to the Chinese Emperor was displaced, but not until he had exacted a squeeze of some six thousand taels per ship. The experiment was not forgotten by the officials, and from that time the business was diverted to merchants selected by the officials, who alone were permitted to deal in foreign goods; and this practice finally grew into the hateful Hong System. Gradually all intercourse with the authorities direct was permitted to lapse, and the Hong Merchants became the sole medium of communication between the Company's factors and the Chinese Government.

The usual course of proceeding at this time on the arrival of the Company's ships in China waters was for the Supercargoes to proceed to Macao to ascertain how affairs stood at Canton, if they found they were satisfactory, the ships proceeded to the Bogue, where some of the Hopps officers came on board; whereupon the Supercargoes announced their intention of calling upon that officer, whereas a rule admitted them willingly to a personal interview. After the usual compliments a series of bargainings went on, and regular articles were proposed and agreed to on both sides. The trade was to be free with whomever they chose. They were to be at liberty to employ what servants they liked. Each side was to punish its own people in accordance with well established custom. There were to be no embargoes put on the purchase of stores. Goods not sold were not to be charged with duty. Their boats with an officer on board and flying the flag were not to be molested, and no personal search was to be made. The Hopps would protect them against any attacks from the people and from illegal exactions on the part of the other Mandarins, who were not to be permitted to meddle with the ships or traders. These stipulations were formally agreed to each season, and the ships were then permitted to go on with their trading.

It will thus be seen that as the Manchu rule continued in its primitive state of efficiency, except that the agreement had to be made anew each season, there was little to complain of. The trouble commenced with the accession of the dark and suspicious, yet withal weak prince Yungcheng, the author of the celebrated "Amplification" of the Sacred Edict, with the reactionary precepts. Advantage had been taken of the accidental shooting of a boy by a petty officer of one of the ships to levy a preposterous ransom, and this having been weakly paid, the next encroachment was to send a petty official on board to take stock of the guns, small arms, and powder. The affair was simply a "try on"; the officer came, looked at a few guns laid out on deck, and the lost ground was never to be recovered.

From that time the intercourse was of the most unsatisfactory nature; in 1728 the charge having been arbitrarily raised to ten per cent. the Supercargoes remonstrated, and determined as under the old regime they had been authorised, to see the Tsungtu, whom by a strange alliteration the record calls the Isontock. They were ordered out of their chairs at the city gates, and with difficulty made their way to the Yamen; here they were told they could not be admitted as they did not have their linguist. They persevered, and after waiting a considerable time saw the great man, who directed them to hand their petition to his secretary, and then without perusing it, told them they should deal with the responsible merchants and pay their dues. This seems to have been the last interview, for the next time they made the attempt only the secretary appeared who roundly rated them, and told them that in future they must address themselves to the merchants. On their mildly remonstrating, and suggesting that the abuses to which they were asked to submit might oblige the Company to abandon their trade with Canton, he told them plainly, "they might go if they pleased; other ships would come," and called their complaint "troubling him with a trifling affair."

[To be continued.]

## JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISEI,  
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

## Have You Considered

how very many serious illnesses develop from small ailments? The digestive and secretory organs become slightly deranged, and unless the cause is removed, the trouble becomes aggravated, and lasting sickness is almost certain to follow. The secret of good health is to right the wrong in its early stages, and no better corrective is known than

## BEECHAM'S PILLS.

By their specific action on the stomach, liver and kidneys, they assist these organs to perform their proper functions, and so restore normal condition.

Don't wait until you are really ill, but when you feel out of sorts, take BEECHAM'S PILLS, the handy remedy of the home. REMEMBER that in taking BEECHAM'S PILLS you are not trying an experiment. They are, and have been for many years, the only Family Medicine in innumerable healthy homes. With a box of BEECHAM'S PILLS handy you have a ready relief without risk.

Sold at all Drug Stores and by all Medicine Vendors in China: in boxes, price 2/6, 1/3, and 2/9.

## Exshaw's Brandies.

## IMPORTANT NOTICE.

PRODUCE OF FRANCE

JOHN EXSHAW  
N°1 BRANDY

All my labels are signed

John Exshaw

Messrs. John Exshaw & Co. have

to announce that in order to protect the public against imitations of their well-known No. 1 Brandy they have adopted the label herewith shown.

From October 1st, 1907, all Shipments of

JOHN EXSHAW No. 1. BRANDY

will bear this label—

PRODUCE OF FRANCE

JOHN EXSHAW  
N°1 BRANDY

All my labels are signed

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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, POONA and YOKOHAMA	Capt. F. A. Vire, R.N.R.	About 27th Sept.	Freight only.
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. C. L. Daniel	Noon, 5th Oct.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO, and PORT SAID	NAMUR Capt. H. W. Kenrick, R.N.R.	About 9th Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWITT,  
Superintendent

Hongkong, 23rd September, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STAMEN	TO SAIL
MANILA	"TEAN"	On 1st Oct., 4 P.M.
HOIHOW and HAIPHONG	"CHIHAI"	On 3rd Oct., 4 P.M.
CHEFOO and NEWHONGWANG	"NANOHANG"	On 3rd Oct., 4 P.M.
SWATOW and SHANGHAI	"KLUKIANG"	On 3rd Oct., 4 P.M.
SWATOW and SHANGHAI	"HUNAN"	On 7th Oct., 4 P.M.
CHEU & LOLO	"SUNGKIANG"	On 10th Oct., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 11th Oct., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 16th Oct., 4 P.M.
CHEFOO and TIENTSIN	"KUEIHOW"	On 21st Oct., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 1st October, 1907.BUTTERFIELD & SWIRE,  
AGENTS.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York \$71.10.

Intermediate on Steamers, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, including superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blaka Pier.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 2nd Oct., at Daylight.
TAMUJI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 6th Oct., at 9 A.M.
FOOCHOW VIA SWATOW AND AMOY	"FRITHOF" Capt. O. Anderson	THURSDAY, 3rd Oct., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amplest. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st October, 1907.

T. ARIMA, Manager.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMEN	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON" Capt. MEINERS	About Tuesday 8th October.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. WILHELM	Wed. day, 9th Oct., at Noon.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINSEN	Thursday, 10th Oct., at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Sanden	About Thursday, 18th October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

HONGKONG, 1st December, 1906.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st Floor.  
HONGKONG, 27th September, 1907.

# PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

"BUELOW" - 9,000 TONS REG. ON MARCH 11TH.

"PRINZ LUDWIG" - 9,630 TONS REG. ON MARCH 25TH.

"PRINZESS ALICE" - 10,911 TONS REG. ON APRIL 8TH.

Capt. FORMES.

Capt. VON BIEBER.

Capt. POLACK.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOCHERS &amp; CO.,

General Agents. 1365

Hongkong, 19th August, 1907.

# BOVRIL

By a special process in its preparation the flavour, essence, nutriment and all that's good in prime ox-beef is concentrated in BOVRIL.

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3900 h.p., Comdr. E. La T. Leatham, Yangtze.

Astraea, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee, Hongkong.

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Cruising.

Brantley, gunboat, 710 tons, 930 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Britomart, gunboat, 710 tons, 930 h.p., Lieut. Comdr. W. L. Bamber, Hongkong.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai.

Clio, British sloop, 1070 tons, Comdr. G. D. S. Raikes, Hongkong.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 3700 h.p., Lieut. Comdr. Grosvenor, Hongkong.

Flora, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, Hongkong.

Janus, torpedo-boat destroyer, 330 tons, 6 guns, 3900 h.p., Lieut. Comdr. C. A. Freeman, Hongkong.

Kent, armoured, 9900 tons, 14 guns, 23000 h.p., Captain S. V. T. de Horsey, en route, Kagoshima.

King Alfred, British cruiser, Flag ship of Vice Admiral Sir Arthur W. Moore, Commander in Chief, (1400 tons, Capt. Cecil F. Thursday, Cruising.

Kinshira, river gunboat, 616 tons, Lieut. Comdr. P. Crabtree, Yangtze.

Monmouth, cruiser, 3900 tons, Capt. J. A. Tuke, Cruising.

Moorehan, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, Hongkong.

Nightingale, river gunboat, 85 tons, 210 h.p., Lieut. Comdr. E. B. Roy, R.N., Shanghai.

Ottar, torpedo boat destroyer, 355 tons, 6 guns, 6300 h.p., Lieut. Comdr. Kiddie, Hongkong.

Robie, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. B. Tickell, West River.

Ships, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. S. H. Tannan, Yangtze.

Taku, torpedo boat destroyer, Bona, Strath, Hongkong.

Tamar, receiving ship, 4600 tons, 6 guns, Commodore Stokes, Hongkong.

Tesl, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. B. Godfre, Yangtze.

Thistle, gunboat, 710 tons, 930 h.p., Lieut. Comdr. West, Shanghai.

Vivago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. B. W. Glanville, Swatow.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5900 h.p., Lieut. Comdr. H. B. Cox, Hongkong.

# NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

# NOTICE TO CONSIGNEES.

THE Steamship.

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 24th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 9.30 A.M.

All Claims must reach us before the 5th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELOCHERS & CO.,  
Agents.

Hongkong, 24th September, 1907.

# "INDRA" LINE, LIMITED.

# NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship.

"INDRAPURA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where such Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st Oct., at 5 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock NOON, TO-DAY.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 25th September, 1907.

# NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SUEVIA,"

Captain Salmer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 26th September, 1907.

# THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

# NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Oct., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 2nd Oct., at 9.30 A.M.

All Claims must reach us before the 8th Oct., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELOCHERS & Co.,  
Agents.

Hongkong, 26th October, 1907.

**SANTAL MIDY**

These tiny Capsules—superior to Copahiba, Cubens, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each capsule bears the name (MIDY)

**LADIES**

For functional troubles, delay, pain and those irregularities peculiar to the sex.

**APIOLINE**

Prescribed by the highest French Medical authorities and superior to Taney, steel Drops and Penny Royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

# SHIPPING IN PORT.

# STEAMERS.

AGAMEMNON, British str., 7,110, D. Robinson, 25th Sept.—Shanghai 25th Sept., General.—Butterfield & Swire.

AMARA, British str., 1,554, C. J. Matlock, 27th Sept.—Mojil 21st Sept., Coal—Jardine, Matheson & Co.

AMOV, German str., 663, H. Plambeck, 25th Sept.—Takan 23rd Sept., General—Sander, Wieler & Co.

ANGHIN, German str., 1,901, C. Kampel, 28th Sept.—Bangkok 19th September, Rice—Butterfield & Swire.

ARABIA, British str., 4,975, Harry Gunkroger, 24th Sept.—Shanghai 21st Sept., Mails and General—O. & O. S. N. Co.

AUSTRIAN, French str., 3,843, W. Geron, 25th Sept.—Yokohama 21st Sept., General—Messageries Maritimes.

BANDAI MARU, Japanese str., 3,227, T. Morio, 25th Sept.—Mojil 19th Sept., General—Isaka & Co.

CHANGSHA, British str., 2,239, G. W. Batelady, 23rd Sept.—Sydney via Ports 21st August, General—Butterfield & Swire.

CHIPSING, British str., 1,199, F. Mooney, 25th Sept.—Tientsin 18th and Chefoo 20th Sept., General—Jardine, Matheson & Co.

CHUYEN, Chinese str., 1,177, C. Stewart, 29th September—Shanghai 25th September, General—Chinese.

CHRISTIAN NICHOLSEN, Norwegian str., 1,940, E. Hansen, 26th Sept.—Swatow, Coal and Flour—William.

COURTFIELD, British str., 4,517, John Wiseman, 2nd Sept.—Kuchinotzu 23rd August, Coal—Mitsui Bussan Kaisha.

DAGNY, Norwegian str., 883, O. Abrahamson, 28th Sept.—Chefoo 20th Sept., Beans—Aagaard, Thoresen & Co.

DERWENT, British str., 1,564, J. Jenkins, 26th Sept.—Saigon 22nd September, Rice and General—Chinese.

DRUPA, Norwegian steamer, 1,102, J. Bing, 25th Sept.—Swatow 27th Sept., General—Nippon Yusen Kaisha.

EMPRESS OF INDIA, British str., 3,032, B. Beetham, 22nd Sept.—Vancouver, B.O., 3rd Sept., Mails and General—Flour—C. P. R. Co.

FUKUBA MARU, Japanese str., 3,139, Nakayasu, 27th September—Mojil 21st Sept., Coal—Mitsui Bussan Kaisha.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 25th Sept.—Anping 25th Sept., General—Ozaka Shosen Kaisha.

HAICHING, British str., 1,267, A. E. Hodgins, 25th Sept.—Fochow and T. 30th Sept., General—Douglas, Luprak & Co.

HELLAS, German str., 2,500, Metzenthien, 20th September—Samarang 11th Sept., Sugar—Siemssen & Co.

INDRAPURA, British str., 3,153, K. Way, 25th Sept.—New York 2nd August, General—Jardine, Matheson & Co.

KAKO MARU, Jap. str., 2,393, Y. Minahikawa, 22nd September—Kuchinotzu 16th Sept., Coal—Fukusei & Co.

KWONG WAI, German str., 1,115, T. Kohler, 19th September—Bangkok and Swatow 18th Sept., Rice—Butterfield & Swire.

KUUKIANG, British str., 1,327, W. Wall, 29th Sept.—Shanghai 25th and Swatow 29th Sept., General—Butterfield & Swire.

KIYO MARU, Japanese str., 1,448, S. Hirai, 13th September—Cebu 13th Sept., Ballast—Gilman & Co.

KNIYSBERG, German str., 646, F. Kaiser, 23rd Sept.—Macao 28th Sept., General—Jensen & Co.

KWANGTAH, Chinese str., 1,538, Wm. H. Lunt, 23rd September—Shanghai 19th Sept., General—Chinese.

LAHANG, British str., 3,480, E. J. Todd, 20th Sept.—Calcutta 4th Sept. and Swatow 14th Sept., General—Jardine, Matheson & Co.

LAWHILL, British 4-masted bark, 1,950, 26th August—New York, Case Oil—Standard Oil Co.

LOCKSTON, German str., 1,657, W. Faubert, 28th Sept.—Bangkok 21st Sept., Rice and Timber—Butterfield & Swire.

LUNDEN, British 4-masted bark, 2,500, Parnell, 25th July—Kobe 1st June, Ballast—Standard Oil Co.

MACDUFF, British str., 1,881, J. B. Muir, 29th Sept.—Kuchinotzu 24th Sept., Ballast—Dodwell & Co.

MANILA, German str., 1,168, J. Mussen, 22nd September—Melbourne 17th Aug., General—Melchors & Co.

MAUSANG, British str., 1,644, R. Houghton, 20th Sept.—Sandakan 14th Sept., Timber and General—Jardine, Matheson & Co.

NANOHANG, British str., 1,044, J. MacKenzie, 28th Sept.—Vnuh 22nd Sept., General—Butterfield & Swire.

NARANG, British str., 2,501, F. T. Wheeler, 28th Sept.—Yokohama 10th Sept., General and Coal—Jardine, Matheson & Co.

PROFIT, Norwegian str., 715, E. Solhytter, 10th Sept.—Hollo 5th Sept., Sugar for Ningpo—Order.

RAV, German str., 2,028, R. Petersen, 25th Sept.—Bangkok 19th Sept., General—Butterfield & Swire.

RIOSUN MARU, Japanese str., 2,972, T. Iriyawa, 22nd September—Seattle and Ports 19th Aug., Flour, etc.—Nippon Yusen Kaisha.

SIGMA, German str., 307, G. Schlatker, 22nd September—Haiphong and Holow 23rd Sept., General—Jensen & Co.

SOLRAD, Norwegian str., 897, N. B. Jarnagard, 25th September—Saigon 24th Sept., Rice and Flour—Aagaard, Thoresen







1857—1907.

The interesting fact should be mentioned that long before the invention of printing the Chinese had "a vast number of books." Ching-ti, a title signifying First Emperor, who reigned about two hundred years before the Christian era and whose name is impiously associated with the building of the Great Wall of Peking, achieved infamy by ordering that all books and writings of every description should be collected and burned by the magistrates in each district throughout the Empire. So strictly was this decree carried out, that many literary men were put to death for being detected in an attempt to save valuable records. The tyrant, whose insatiable ambition had tempted him to commit this net of madness, did not entirely succeed in his object however, for several copies of the work of Confucius and other eminent authors were successfully hidden and preserved until the times had changed. These were, of course Manuscript Books. Before the invention of printing

The Canton Press followed the *Courier* to the tab of unsuccessesful enterprises, and therefor the *Friend of China*. Its publishing place was on "the 3rd site east of the Factor's street," at Canton, but upon the session of Hongkong to the British the *Friend of China* allowed the bulk of its readers to the new colony and continued its weekly publication there. In 1847 the weekly *China Mail* entered into rivalry with it as well as with the Canton Register and the *Hongkong Register*. The *Friend* has long since departed and neither of

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**FIFTY YEARS OF PROGRESS.**

The progress made in the last fifty years is strikingly illustrated by a comparison of the rate of Shipping in Hongkong Harbour on October 1st, 1857 with the Shipping in port today. The first number of the *Daily Press*

The exigencies of space oblige us to stop, and leave the reader to make his own farther reflections on a perusal of the copy of the first number issued as a supplement to-day.

relievement to which we cannot be too grateful: and if there is any gratitude in Pall Mall the Military clubs should be open to every member man be his London, in requital of good offices rendered in utmost need. . . . General Ashburnham will have to take up his quarters at a half-built storehouse and Lord Elgin will certainly be obliged to sleep in the harbor, or myself I think I ought to publicly return my thanks to Mr. Walker the agent of the *Universal and Oriental*, for it was by common expenditure of time and

conscience. "It is very natural," says Dr. Tutuila, "that depraved, idle, wicked characters from the adjacent main, should flock to the island. The islanders themselves, nearly all cannibals, are pirates when the opportunity presents. They are a roving set of beings, coasting on the wide face of the ocean with their families, and committing depredations when they can get away with impunity. The stone-throwers have been working here for many years before our arrival: the majority of these men are unprincipled, they cannot be considered as uneducated among us, and are in the habit of coming and going according to the state of their trade. The most numerous class who, since our arrival, have fired themselves on the island, are from Wampoa; many of them are of the very first character, and are ready to commit any atrocity." Under the very shadow of the

pony over or through any obstacle will be  
 disqualified. Entrance fee \$3. First and second  
 prizes presented by the Club. No whips or  
 spurs allowed. Ladies are requested to provide  
 their own names, and cotton. Post Entries,  
 —4.10 P.M.—**FIVE FURLONGS FLAT RACE—**  
**HANDICAP.**—For all China Ponies. Jockeys  
 have not won more than two official races  
 in Hongkong, Shanghai or Tientsin allowed  
 5 lbs. Entrances fee \$5, 1st Prize: A Cup  
 presented by The Hon. Mr. Keewick. 2nd  
 Prizes; \$25. (Entrance fees to go to winner).  
 —Mr. Brutton's g. Kingston, 152  
 —Mr. P. Paul Chester's b. Rust, 154  
 —Mr. W. G. Clarke's b. Lucifer, 146  
 —Mr. Devasutti's or Coxcomb, 168  
 —Do. b. Grand Titch, 152  
 —Do. —  
 —Mr. E. A. Hankey's ch. Off. Hawk, 149  
 —Mr. Kadoorie's w. Manohurion Chai, 152  
 —Mr. Godfrey Mastor's g.d. Astral, 169  
 —Mr. G. E. Morell's ch. Homicide (late  
 Petard), 140  
 —Mr. Robert's blk. Velocity, 149

Mr. Medico's oh. Nigst, 140  
\$5.20 pm.—**ULTA-PULZA FLAT RACE.**—  
About 350 yards, For China Ponies. Pous  
will be drawn for and will be ridden by riders  
drawing the corresponding numbers to those  
on the programme.—Drawing  
will take place at 12.30 in front of the  
"Judge's" Box immediately before the race,  
the owner of the first pony home to give  
the rider \$5.—Rider of last pony to give the  
winner \$5. Entrance fee \$5. Prize presented  
by J. Paterson Esq. (Entrance fee to go  
to winner). A memento will be presented to  
the rider of the last pony. The "Presented  
Prize" will go to the **Rider** the Entrance  
fee to the owner of the first pony. No  
competitor may ride his own pony—if by  
chance he draws his own number he must  
exchange with some other competitor.  
Mr. W. J. Daniel's Mans  
Mr. W. B. Dupree's Pathan  
Mr. G. Marshall's The Puddler  
Mr. G. C. C. Master's Drayon  
Mr. A. Morley's Southdown



**TO LEFT**

**ON SALE.**

AVERAGE MARKET PRICES

Russian:—S. Poteraburg, 1331; Russian Land Trade, 1881.  
Portugal, 1838; Commercial Treat., 1891.  
FINAL PROTOCOL made between China and Eleven Powers, 1901.  
TREATIES WITH JAPAN  
Great Britain, 1394; Dates Convention 1395;  
Russia, Agreements as to Corea; United  
States, Extraterritorial Treaty, 1333; Great  
Britain (Alliance) 1393; Russia (Peace  
Treaty) 1305.  
TREATIES WITH COREA  
Japan, 1876; Japan Supplementary, 1876.  
Japan, 1905. United States, 1332; Great  
Britain, 1835.

THEATRICALS WITHIN SIAM.  
Great Britain, 1856 and 1890; France, 1898  
and 1901; Japan, 1903; Russia, 1903.  
Great Britain and France, Siam, Frontier.  
Great Britain and Russia, Railway Convention  
1899.  
CUSTOMS TARIFFS.

TRADE REGULATIONS  
China, Japan, Siam, Corea.  
LEGAL DOCUMENTS  
Orders in Council for Government of H.B.M.'s  
Subjects in China and Corea, and in Siam;  
Rules of H.B.M.'s Consuls and other Consuls  
in China, &c.; Tables of Consular Commissions.

Fees; Charter of the Colony of Hong Kong, Malay States Federation Agreement, Table of Hongkong Court Fees, Aliens and Entry Rules, Foreign Jurisdiction Act, Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Straits Settlements; Chinese Passenger Act, Hongkong & Shanghai

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100

梨海海上	S'hai S'at Li—Pears, American lb	10
佛羅	Sin Tai—Pears, Cooking, Canton	7
梨沙	Sa Li—Pears, S'hai S'hai	—
梨南	Hung Tai—Persimmons large	6
梨紅	Bung Li—Plums, S'hai S'hai	6
菠地本	Pun Ti Po Lo—Pineapple	10
	Pineapple Coong only—2 lb	7
	3rd	—
蕉大	Tai Tsui—Plantains	—

柚橡	Luk Yau — Pumelo, Amoy	2
柚橡頭	Chim Lok, Luk Yau — Pumelo, Siam	10
檳城頭	San Hop 'Pa — Walnuts, Fresh	1b
檳城	Hop 'Pa — Walnuts, Green	12
	Shanghai Lu Kwat lb.	"
	VEGETABLES, &c.	
竹筒了海菜	Shanghai Ya 'Chi Chuk — Artichoke, Shanghai	

龍鳳	Loong Soo T'soi	Asparagus, doz.	—
雞竹	Chak Sun	Bamboo Shoots ... lb.	—
菜芽	Ngà T'soi	Beans, Sprout	4
角豆	Tau Kok	" Long	6
西蘭	Min Tau	" Broad	12
菜心	Pin Tau	French, 'Shai	—
月門	Moon	Bin Tau	Beans,
	Macao	(French)	—

大頭菜	Hung Tau Ts'oi - Bastard .....	each 2
菜豆	Kau Sun - Cane Sho .....	bunch 3
茄	T'ing Ko - Brinjala, Garsen .....	lb. 4
茄	Yuen Ko - " Red .....	" 4
菜	Fak Ts'oi - Brassica .....	" 4
菜	Chuk Shun - Bamboo Shoots .....	" 4
菜	Kai Ts'oi - Cabbage, Chinese .....	" 4
菜	Shai Kai Ts'oi - " Shanghai .....	each 10

花葉蘭	Ram. sub-carlosti	lb.	7
花葉蘭大	Ye Ts'oi Fa—Cauliflower	each	1)
花葉蘭中	Ta Ye Taoi Fa—" Large Size		
	Chung Ye Ts'oi Fa—Cauliflo	yr.	
	Mod. Size		1)
葉芹	Yang Ts'oi—Celery, China	lb.	
葉芹	Can Ts'oi—Celery, Eng.		
芹	K'at Kwa—Bitter Squash	"	5
肉桂	Kon Fat Chin—Quil		

鹹陳青	Tsing Lat Tsai - Chillies, Green	"	8
胡化紅	Hung Fa Tsai - Chillies, Red	"	8
瓜皮	Tsing Kwa - Cucumbers	"	1
料馬頭	Ka Li Ts'oi Liu - Curry Spat,		
	English		
銀菊	Chung Tau - Judio	"	—
薑子	Lo Keung - Ginger, old	"	8
薑子	sz Keung - Ginger, young	"	8

雙青	Tai'ing Tau—Green Peas .....	0
力價	Kan Lik—Horse Radish, 'Shai .....	30
米價	Suk Mai—Sweet Corn .....	100
生洋	Yeung Shang Ts'oi—Lettuce .....	1
	Mush Melon .....	
菇孖生	Shang Ts'oi Ku—Mushroom, .....	45
	fresh .....	
茄毛	Mò Ke—Ochra .....	lb.

頭條洋蔥	Young Tsung Tau—Onions, Day	0
綠生	Shang Tsung—Onions, Green	4
頭條白洋蔥	Yat Pan Tsung Tai—Onions, Japanese	"
頭條上海洋蔥	Shanghai Tsung Tau—Onions, Shanghai	"
茄名	Me Ka—Okroos	6
菜志洋	Yeung Yuen Si—Parsley, Eng	"

芋洲瑞	Foochow Shu Tsai - Potatoes,	bundle	per lb	\$2.00
芋都上	Shanghai Shu - Tsai - Potatoes,	...	lb.	3
芋本日	Yat Pun Shu Tsai - Potatoes,	...	lb.	8
芋門美	Mun Shu Tsai - Potatoes,	...	"	8

馬鈴薯	Fa Ko Shu Tsai—Potatoes,	6
番薯	American .....	—
番薯	Fan Shu—Potatoes, Sweet .....	3
南瓜	Tung Kwa—Pumpkin .....	3
菜仔	Chai Tsai Tsai—Parslane .....	3
芋頭	Hung Lo Pak Tsai—Taro .....	3
菜菔	Yo Tsai—Babbarge Root .....	—


葱	Kon Ts'ang Pa - Shallots .....	1b.	7
蔥	Yia Ts'ao - Spinach .....	"	4
蔥	Fu Pau - Pars .....	"	4
蔥	Faa Ko - Potatoes .....	"	8
蔥	Lo Pak - Spinach Chai-sso .....	"	3
蔥	Lo Pak - .....	"	3
蔥	Lir Ngau - Lily Root .....	"	5
蔥	Yeung Lo Pak - Turnips, Eng. .....	"	5
蔥	Poit - Pak - .....	"	4

馬蹄	Water Chestnuts	8
馬蹄	Water Chestnuts	1
馬蹄	Water Chestnuts	15
馬蹄	Water Chestnuts	2

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